

6. Install ADA-accessible curb ramps where needed. (Coordination with reconstruction at specific locations)

The American with Disabilities Act requires curb ramps at all marked crosswalks. An inventory of ramps was conducted for the one-fourth mile radius from the Metrorail Station and along major commercial corridors on Columbia Road (between 18th and 16th) and Mt. Pleasant Street (between 16th Street and Park Road). The following is a list of intersections where ramps need to be installed or are in poor condition:

- 13th/Kenyon;
- 16th/Lamont;
- 15th/Harvard;
- Hiatt Place/Irving;
- Hiatt Place/Park; and
- 16th/Columbia.

Estimated Cost: ADA ramp – \$3,000 to \$7,000 per ramp.

7. Restripe pedestrian crosswalks where pavement striping is not clearly visible. (Short term)

At a number of intersections within the study area, existing pavement striping for pedestrian crossings has faded and is no longer clearly visible as is shown in Figure 2.19. A field survey was conducted of all intersections within one-fourth mile of the Columbia Heights Metrorail Station. At the following locations, the pedestrian crosswalks are not clearly visible and should be restriped:

- 13th/Kenyon;
- 14th/Harvard;
- 14th/Irving;
- 14th/Girard;
- 14th/Columbia;
- 14th/Park/Kenyon;
- 15th/Harvard;
- 16th/Park;
- 16th/15th;
- Hiatt Place/Irving; and
- Hiatt Place/Park.

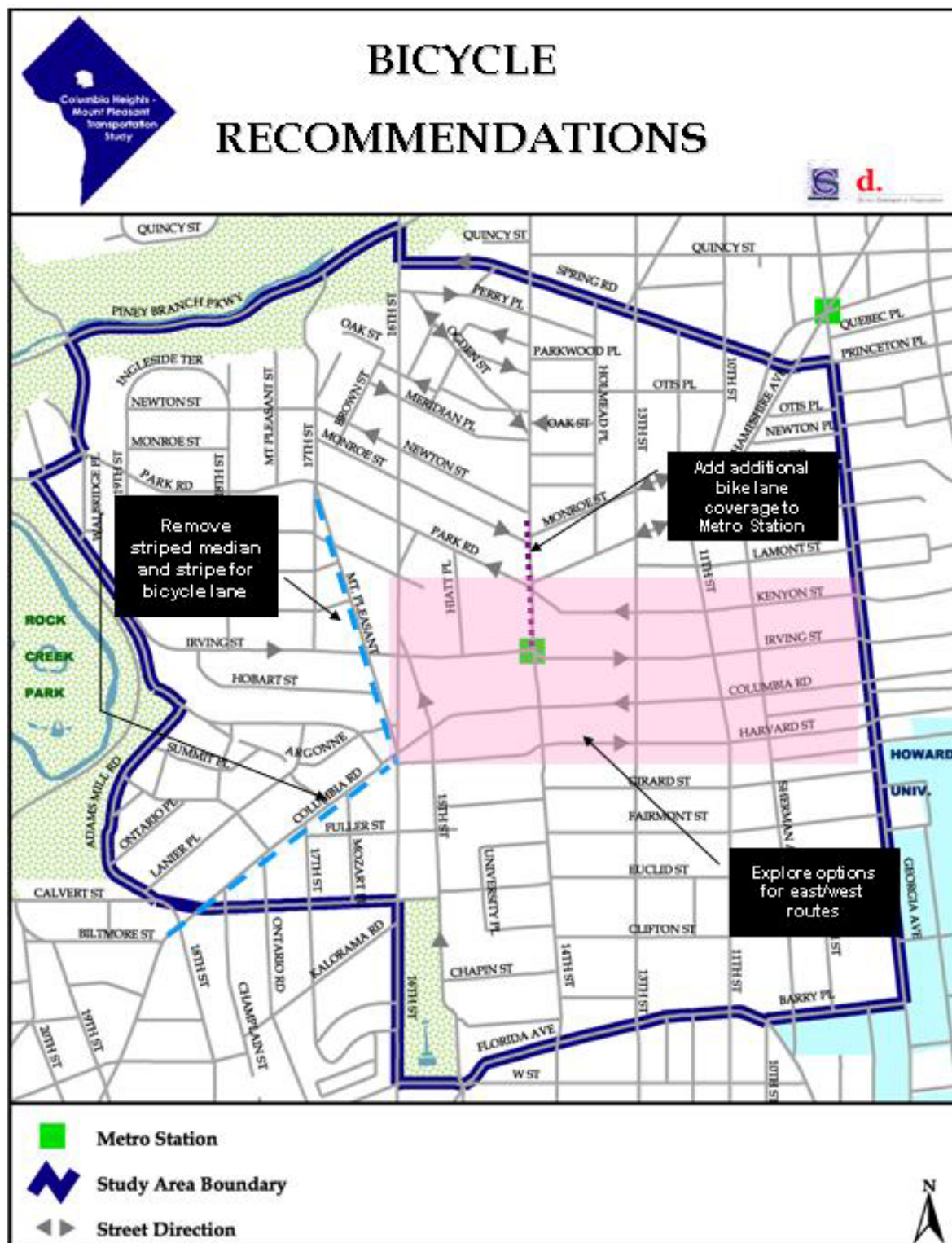
Estimated Cost: \$300 per location.

Figure 2.19 Pedestrian Striping not Visible at 14th/Irving

■ 2.4 Bicycle

The District has recently begun to promote bicycle travel aggressively with the designation of bike lanes, bicycle parking, and other supporting facilities. Although the coverage of bicycle lanes within the study area is currently limited to 14th Street, bicycles were observed in regular numbers during the intersection traffic counts, particularly along 16th Street. Bicycle travel will play a large role in discouraging automobile travel to the new retail developments along 14th Street. In urban locations, bicycles often provide an easy alternative for trips slightly longer than those made comfortably on foot. The challenge of parking provides a disincentive to short automobile trips within urban locations. The key is to provide safe facilities for bicyclists to promote bicycle travel as an alternative. The recommendations are shown in Figure 2.20.

Figure 2.20 Bicycle Recommendations



1. Remove painted medians along Mt. Pleasant between 16th Street and Park Road to allow for bike lanes. (Short term)

The District is seeking to expand the coverage of bike lanes. Bicycle use is high in the study area with some of the highest bike-to-work rates within the District. In support of the expansion of bike lanes, the recommendation is to provide designated bicycle lanes along Mt. Pleasant Street between Park Road and 16th Street, as shown in Figure 2.21. The roadway has adequate width to provide designated lanes by removing an existing painted median. Bicyclists frequently use these median to travel along this commercial corridor.

Estimated Cost: \$15,000.

Figure 2.21 Recommendation – Mt. Pleasant Street



2. Remove painted medians and turn lane along Columbia between 16th Street and 18th Street to allow for bike lanes. (Short term)

Similarly, the recommendation is made to provide designated bike lanes along Columbia Road between 18th Street and 16th Street. The roadway has adequate space to designate lanes by removing an existing painted median. Field observations indicate that bicycle use is already high along this commercial corridor.

Estimated Cost: \$15,000.

3. Extend bike lanes and bike parking through out study area. (Long term)

- **Dedicated bike lanes along 14th Street from Newton Street to Park Road;**
- **Shared bike/auto lanes along 14th Street from Park Road to Columbia Heights Metrorail Station;**
- **Identify additional east-west routes east of 16th Street; and**
- **Provide bicycle parking at major retail developments.**

As shown in Figure 2.22, bicycle lanes have been striped on 14th Street down to Newton, but they are discontinuous and do not extend to the Metrorail Station. The District is seeking to expand the coverage of bike lanes and improve connectivity to transit stations. As a part of the lane restructuring along 14th Street, the recommendation is to extend marked bike lanes south to Park Road and establish shared 14-foot travel lanes with vehicles between Park Road and Irving Street.

In addition, there is a need to identify potential bike routes along east-west roadways in Columbia Heights to the east of 16th Street. A specific recommendation is not included in this study. However, some analysis was conducted to evaluate the effect of a reduction in travel lanes on Harvard and Columbia to provide for a parking lane. Currently, parking is prohibited during peak hours on one side of each of these roadways to provide two travel lanes. This analysis shows that at this change would still provide an adequate level of service at the intersection with 14th Street. However, traffic data was not collected for other intersections along Harvard and Columbia to determine fully the feasibility of bike lanes.

Figure 2.22 14th Street Bicycle Lanes



■ 2.5 Parking

The Columbia Heights and Mount Pleasant neighborhoods struggle with a limited supply of on- and off-street parking. Residents in the neighborhood are concerned that new developments along 14th Street may reduce an already limited supply. Recommendations within this subsection focus on areas within the study area within one-fourth mile of the Columbia Heights Metrorail Station. Recommendations address issues of enforcements, regulations, and potential shared parking strategies to ensure that the neighborhood will not be adversely affected by increased demand for parking. The shared parking strategies may offer some relief to the neighborhood on Sundays when excessive on-street parking blocks travel lanes and contributes to increased traffic congestion.

The overall demand for parking provided with major new developments near the Columbia Heights Metrorail Station is expected to exceed supply slightly, as shown in Table 2.1. If tenants are unsuccessful in meeting the targeted 50 percent non-auto mode split, actual parking demand will be higher and the parking demands will affect on-street parking in the adjacent neighborhood. Maintaining a high share of non-auto trips to the developments is critical to insure that parking supplies are adequate. Overall, the parking supply planned for these developments is below the projected demand. Only the Grid Properties site (Parcel 27) indicates a very slight excess of parking supply, although the final mix of retailers may negate this available parking.

Table 2.1 Parking Demand for New Development

Parcel	Developer	Location	Anticipated Parking Supply	Calculated Parking Demand Total Demand (Assuming a 50% Modal Split)
24	Dance Institute	14 th /Monroe	9	22
29	Tivoli Partners	1365 Park Road	259	455
38	NPCDC	14 th /Park/Kenyon	N/A	N/A
27	Grid Properties	1400 Park Road	1,300	1,139
15	CHV/Victory	1365 Irving	177	217
				plus retail demand
26	CHV	1444 Irving	242	407
40	Urban League	2901 14 th Street	N/A	N/A
5	NPCDC	Not specified	70	109
19	Triangle	1330 Euclid	20	30
11	Duron, Inc.	2511 14 th Street	22	N/A
32	Triangle	1431 Chapin	11	33
78	Triangle	14 th Park Kenyon	109	92
Total			2,219	2,504

Source: NCRC, Chance Management.

Given the expectation that parking provided with planned new developments will provide only an adequate supply, several recommendations will minimize the effect of the new development on the surrounding neighborhoods.

1. Provide additional on-street metered parking along 14th Street. (Long term in coordination with retail development completion)

On-street parking should be provided along 14th Street between Irving Street and Park Road. New spaces will provide additional parking for patrons of the retail district while also providing a safe buffer between pedestrians and vehicles traveling along 14th Street.

Estimated Cost: Net benefit to District revenue from meter installation.

2. Extend two-hour RPP regulations to Saturdays. Evening RPP hours may be needed as development progresses. (Long term)

As parking demands increase in the neighborhood, it may be necessary to increase the time periods for on-street residential permit regulations to preserve on-street parking for neighborhood residents.

Estimated Cost: Parking enforcement operating budget.

3. Encourage non-auto trips to major commercial centers. (Long term in coordination with retail development completion)

Several specific strategies can be used to encourage patrons to take Metro, taxis, or walk to area developments to insure that retail and commercial developments attract 50 percent of their customers by a means other than the automobile:

- Provide taxi drop-off and loading locations.
- Provide wayfinding signs from the Columbia Heights Metrorail Station to area development.
- Provide on-street “area maps” to encourage walking between developments (from either Metro or parking in only one location).
- Provide on-street bicycle parking at major retail developments.

Estimated Cost: Specific improvements should be included as part of developer-provided improvements.

4. Support parking coordination among major developments. (Long term as retail development completed)

As an alternative to a formal parking management district, the commercial district should support a single point of coordination to encourage informal shared parking. As an

example, the Tivoli Theater is likely to experience sharp peaks in demand during limited periods. The adjacent D.C. USA site may offer an option for patrons of the theater. By establishing a single point of contact for area parking needs, overflow parking will have only a limited effect on neighborhood streets. Parking coordination can occur through a grant to a neighborhood commerce committee, or another non-profit organization within the neighborhood.

Estimated Cost: Annual operating support for neighborhood organization. Can be included as a part of the business improvement district operations.

Neighborhood Parking Regulations and Signage

A number of recommendations are made to address neighborhood parking regulations. In many cases, these changes are suggested to address neighborhood frustration with unreasonable regulations and signage.

5. Modify parking meter time periods for consistency with commercial activity. (Short term)

- Begin parking meter regulations at 9:30 a.m., Monday through Friday (versus the present starting time of 7:00 a.m.).
- Establish parking meter regulations on Saturdays from 10:00 a.m. through 6:00 p.m.
- Extend meter time to 90 minutes to reduce commercial parking on residential streets.

Estimated Cost: Parking enforcement operating budget.

6. Improve parking meter and residential parking permit enforcement. (Short term)

The enforcement rate for residential parking permits and parking meters is relatively low. A relatively adequate parking supply has allowed this to occur without a dramatic effect on neighborhood parking. However, enforcement should increase as new development is complete to insure that neighborhood parking continues to be adequate.

Estimated Cost: Parking enforcement operating budget.

7. Improve alley lighting to encourage off-street parking. (Long term)

A number of community members suggested that area residents with available parking often park on the street because of safety concerns related to inadequate lighting in neighborhood alleys. Improvements to area lighting will allow residents to comfortably park off-street and open up additional spaces on the street. A survey of alleys was not

included in the scope of this study. However, the District should work with area residents to identify specific locations where current lighting is inadequate.

Estimated Cost: \$3,000 – \$5,000 per installation.

Congested-Related Parking Recommendations

Given limited rights-of-way within the District and the ever-increasing challenge of providing adequate on-street parking, in many cases parking and traffic compete for the same space. On-street parking can contribute to significant delays and congestion, particularly on weekends when parking restrictions are not as extensive. Several specific recommendations are made within the study area to address this particular issue.

8. Establish shared parking strategy to reduce Sunday on-street parking and related congestion. (Long term in coordination with D.C. USA completion)

Given the number of off-street parking spaces being created as a part of new development in the vicinity of the Columbia Heights Metrorail Station, several recommendations are made to address an immediate congestion issue related to on-street parking on Sundays:

- Restrict parking on Sundays along 16th Street between Spring Road and Irving Street.
- Restrict parking along Park Road between 14th Street and 16th Street.
- Allow free Sunday parking in the D.C. USA garage on Sundays before 2:00 p.m. to coincide with previous on-street parking allowed.

These recommendations should be implemented at the same time with outreach to area churches notifying members of changes in permitted Sunday parking. Members of area churches would be able to park in the retail garages early in the day on Sunday. The developer of the D.C. USA is supportive of this arrangement and has noted that Sunday parking demand is relatively low.

Estimated Cost: Cost borne by operator of parking garage at D.C. USA, should be included in negotiations for garage construction contribution from the District.

9. Significantly increase weekend parking safety enforcements for driveways, no stopping, and bus zones (e.g., 16th Street south of Spring). (Short term)

Limited enforcement of parking restrictions throughout the weekend is contributing to area congestion and, in some cases, is creating safety hazards. Parking enforcements should be increased on weekends, particularly along major arterials, such as 16th Street.

Estimated Cost: Parking enforcement operating budget.

10. Enforce regulations for double-parked vehicles or vehicles in “no stopping zones” (currently not enforced while vehicles unloading). (Short term)

Similarly, loading vehicles frequently block lanes along major arterials. In general, adequate capacity on area roadways allows this to occur without creating significant congestion. However, loading vehicles do create hazards for other vehicles and, as traffic increases, will likely contribute to increases in area congestion.

Estimated Cost: Parking enforcement operating budget.

■ **2.6 Issues for Further Study**

In the course of this project, a number of issues have been raised that require further study or outreach with neighborhood residents to make a final recommendation. This subsection summarizes a number of outstanding issues that will require additional evaluation:

1. Evaluate alternatives for intersection improvements at Monroe Street at 14th Street:

- **Alternative 1: Intersection Realignments.**
- **Alternative 2: Separate signal phasing.**

Two distinct alternatives have been proposed to address intersection operational and pedestrian issues at Monroe/14th. A number of residents in the neighborhood have expressed an interest in realigning the intersection. Given the narrow existing right-of-way at this location, a more detailed intersection design study is required to make a final determination.

2. Evaluate intersection improvements at Irving/16th Street/15th Street:

- **Alternative 1: Significant intersection modifications.**
- **Alternative 2: Signal retimings and pedestrian improvements.**

Two significantly different alternatives have been proposed to address significant pedestrian safety and operational issues at the intersections of 16th/Irving, 15th/Irving, and 16th/15th. Neighborhood residents have expressed both strong support and strong opposition to an alternative that would remove access from 15th Street to 16th Street (Alternative 2). DDOT is currently undertaking a more detailed intersection design study at this location to specify intersection improvements.

3. Identify east-west bicycle route east of 16th Street.

A number of area residents have expressed a desire to expand the coverage of bike lanes in the Columbia Heights neighborhood. The current recommendations include new bike lanes on Columbia and Mt. Pleasant to the west of 16th Street and an extension of bike

lanes on 14th Street to Park Road (with shared lanes to the Columbia Heights Metrorail Station). More than 20 e-mails were submitted by area bicyclists expressing a desire also to include new bike lanes on east west routes, such as Harvard and Columbia, to the east of 16th Street. Given the width of these roadways, the addition of bike lanes would require removing a lane of traffic during peak hours on both roadways. DDOT is exploring options for east-west travel as a part of a District-wide bicycle study.

4. Explore extensions of bicycle lanes south of Park Road on 14th Street.

A number of area residents, bicycle supporters, and the Washington Area Bicyclists Association have expressed support for an extension of bicycle lanes along 14th Street to the south of Park Road. Given the right-of-way available along 14th Street, this extension would require the removal of a travel lane in each direction. Such a change would result in a significant increase in congestion along 14th Street, particularly as new retail and residential development is completed in the vicinity of Irving Street. DDOT is currently in the process of developing a District-wide bicycle plan. This extension should be evaluated as a part of that process.

5. Evaluate residential parking needs.

The scope of this study has focused on the effect of new retail and commercial development on the demand for parking, particularly within one-quarter mile of the Columbia Heights Metrorail Station. Several recommendations are included that relate to enforcements, new metered parking in front of retail development, and changes in meter regulations. The assessment of on-street parking showed that parking was generally available during weekdays and on weekends, although not necessarily on every block. A number of residents have requested changes in on-street parking permitted during parts of the day, such as on Kenyon and Irving during off-peak hours.

■ 2.7 Summary

This section contains more than 30 specific recommendations for improvements to the transportation system in the Columbia Heights and Mount Pleasant neighborhoods. Many of these recommendations focus on low-cost high-impact recommendations that will address specific transportation issues identified. A number of these recommendations seek to rebalance the transportation system with an increased emphasis on transit, pedestrian, and bicycle travel. Although recommendations are grouped by various modes of transportation, many will provide benefit to more than one form of travel. In particular, a number of the traffic recommendations are intended to address pedestrian safety issues identified at specific intersections. The recommendations contained in this section will help support increased travel that will come with planned new development in the neighborhood.